BRADY ON CORBETT

HE WRITES AN ENTERTAINING LET-TER FROM LONDON.

Reception of the Champion-His Traits Ac cording to One Who Knows Him Well. The Profits of Boxing and the Cost of Training-Corbett's Ambition.

[Special Correspondence.] LONDON, May 8 .- The reception of Corbett in this city, both in private and at the Drury Lane theater, has been far more cordial and enthusiastic than I had any reason to hope for or expect when we first arrived. And it has all been honestly carned and merited, for Corbett's quiet and gentlemanly ways are sure to receive the approbation of intelligent people everywhere. I have only had direct dealings with three pugilists-Corbett, Dempsey and Meyer-and the word of each was fiterally as good as his bond. This and the absence of bombast and ruffianism, if any-



thing, will place pugitism, the art of self defense, among the legitimate sports of the day. As far back as 1879, when but 15 years old, I was interested in sports of all kinds, but they did not then cut much of a figure, being reported by the minor class of reporters except in the case of horse racing. I always took an interest in the events and even as a boy saw all of the amateur athletic tourneys, six day walks, horse races and boxing bouts. Sullivan I saw in every four round go he con-tested in at Madison Square Garden and other places and always had an excellent "line" on him. I backed Mitchell to fight a draw with him at Chantilly in 1888 and backed Sullivan against Kilrain at Richburg in July, 1889. My prediction was that when the clever man came forward who could box, was strong, quick on his feet, and, last, but not least, was intelligent, Sullivan, the mighty, would go down before him.

In the eyes of some people I may know nothing; others may think I know a great deal. My experience has been confined to Corbett, and as I satisfy him I don't lose any slumber over what his contemporaries think. At least a dozen times when Cor-bett was training for Charles Mitchell I was strongly advised by Corbett's friends to drop the Englishman and take on Jack-son, but always held that a victory over the Briton would be worth ten times as much to us as over any other man, ho matter how good he might be. I think this has since been fully proved. Compliments For Corbett.

There was never a pluckler fighter, a braver boxer or a more intelligent ring general in fistle history than Corbett. He does not fancy he already knows it all, but is guided by the advice of his friends, and no one who was ever connected with him can say that he ever did them a wrong. He has treated them too well, if anything, even the men who have gone out of their way to vilify him in the public prints. I first met Corbett when he was 19 years

old, at which time he was a clerk in the first "line" on him when I saw him smother Jack Burke in eight rounds. After this I drifted into theatrical business, and when In February, 1890, Corbett fought Kilrain at New Orleans I wired him an offer to tour with one of my companies at a large salary. To this he paid no attention, al-though I at the same time offered to match him against any man in the world. After he fought the draw with Jackson I again telegraphed him, and finally, about June, 1892, he contracted with me for one year. That was the beginning of my relations with him. When Sullivan issued that faious challenge to the world, I accepted it for Corbett.

Praise For Mitchell.

Charles Mitchell being England's only recognized boxer, Corbett was also anxtous for a go with him, and when "Chaw-ley" issued his challenge to the winner of the Corbett-Sullivan fight we deter-mined to take him on next. The features and difficulties of the matchmaking are well remembered. Mitchell, like a clever man, always wanted the best of it, but I think even be himself will admit that he never get it. He is certainly a clever matchmaker and as comical a mortal out of the ring as ever lived. To my mind the best club this country

has ever known was the Olympic club of New Orleans. The members were as straight as a string. Every man knew his place, and they never interfered with one another. Nothing could have had better management than the Corbett-Sullivan light and the other events which this splendid organization pulled off during its sev-eral years' existence. But while the pres-ent governor of Louisiana retains his seat it is unlikely that there will be any more boxing at New Orleans. Boxing to a fin-ish in Indiana, Michigan, Washington or some of the other places where clubs are now offering heavy purses for the Corbett-Jackson fight is entirely out of the ques-tion. It seems to be agreed on all sides that this great event will come off in England before the National Sporting club, but if it does that body will have to amend its rules so as to allow the centest to go to a finish, as the San Franciscan will not fight Jackson or any one else a limited round engagement.

Now, despite these latter statements, I am free to assert my belief that if the proper men and methods were used, boxing to a finish could not be stopped at Madison Square Garden or anywhere else in the United States, should it be desired to bring the matter to an issue. The late decision at Jacksonville exemplifies this. Boxing is legal there until the next session of the legislature in 1895,

Cost of Training. Boxing isn't what most people fancy it



is. The present/decade of lighters look just like anybody else. They dress the same, act the same, are the same. They are not brutal in any sense of the word. This kind of sport may injure those who don't know how to go about it—it doubtless does—but

to the go about it—it doubtless does—but it has yet to be proved that a scientific spareer has been hurt in the ring.

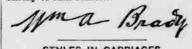
Regarding the remuneration trainers and seconds receive, the amounts vary. Corbett pays Delaney a big salary, and he is worth it. He got about \$8,000 for training Jim for the Mitchell and Jackson mills. Donaldson received nearly \$4,000 for the two fights. The others were well. for the two fights. The others were well paid, and places have since been made for them with our theatrical troop, so they have every incentive to work for their chief's interests. The total training ex-penses for the Corbett party in the late contest were approximately \$3,000 outside of the sums Delaney and Donaldson were

It is true Corbett trains differently from any other fighter. He uses his own ideas to a great extent, but has only one scheme in his head throughout, and that is how to win the coming event. He is easily trained because he does not drink for one thing and because he takes an interest in his work for another. We made almost the sum of the training expenses by giving ex-hibitions previous to Jan. 25.

The Training Expenses Under my management Corbett made over \$150,000 as a star in the year following Sullivan's overthrow. Despite the hard times, I expect this year will dwarf that by a considerable sum. Fighting without its theatrical perquisites would not be a profitable occupation, notwithstanding the large purses which have been hung up for the more important events. I claim today that Corbett, who is ambitious as an actor, has as much right on the stage as any one

I never make a move in a fighting way that I do not consult Corbett, and his judgment is always excellent. I am of the opinion that as a pugllist James J. Corbett, in the condition he was in when he fought Mitchell, can whip Peter Jackson Monday, Ed Smith Tuesday and Robert Fitzsimmons Wednesday without any undue affort, and time will demonstrate that what I say is true. When Corbett is defeated, it will be by a man whom we do not know of now, and he will use an improvement over Cerbett's methods.

In conclusion, let me say that inside of the next year I believe that boxing will experience a great revival. It is becoming more popular every day. The fact that Corbett and Mitchell drew more money at Madison Square Garden than all the other benefits for the poor together proves this presage. But there must be no repeti-tion of the Hall-Fitzsimmons fight. The present decline in fistic matters is due chiefly to that contest.



STYLES IN CARRIAGES.

New Patterns In Pleasure Vehicles For This Season.

[Special Correspondence.]
Boston, May 14.—This is the time when users of pleasure carriages are considering what they shall add to their stock in the way of something new for summer driving, and it requires careful consideration, for the use of pleasure carriages is as rigid-ly controlled by the dictates of fashion as

dress, and the reasons are as marked.

As in all of fashion's realm, something new is necessary, and those who keep pace with the fashionable world buy the latest styles in pleasure carriages that every season are brought out by the leading makers. A look through the representative carriage manufactories shows that there is considcrable change in the standard lines as well as an unusually fine line of novelties in traps, etc., for this summer's use.

In traps are found the distinctly new styles, for this class admits of more new designs than the standard types of broughams, victorias and similar styles. newest ideas, however original in effect, so long as they do not outrage good taste, take the popular fancy.

Within the past few years there has been a strong rivalry among the manufacturer of these vehicles to attain greater perfec tion in the automatic seat arrangements and the devices have been innumerable for the easy changing of these traps from four to two passenger, and vice versa. Perfection has been so far reached that now a child may change the positions of the seats by the simplest and easiest of movements.



THE NEWPORT.

The two sent traps still hold popularity, and the ingenious arrangements for con-verting them into one seat jobs without having them look clumsy and out of pro-portion has much to do with sustaining the demand for these very convenient and always smart looking carriages. The bodies will be suspended higher than for-merly, and what in trade parlance is termed cut unders will be the favorites, as these are hung on end or platform springs and are very convenient to turn around in city streets, the front wheels being able to turn under the body by means of the cut under wheelhouse.

In fancy traps the variety in paint and trimming is almost as great as it is in design, but the natural wood seems to be less in favor this year than it was last, when indeed it was not "the thing." In some instances where the expensive woods are used—as, for instance, mahogany—they are still finished in natural colors, but the gencral demand has been for paint finishes in fancy combinations, some quite startling effects being produced. I do not mean to -N. Y. Press. say that the effects are at all flashy or out of taste, for the carriage painter is too well schooled in art and the tastes of the public to make such a mistake as that, but a finish may be startling and still in good taste simply because it is something new.

The trimmings are in a variety of colors to harmonize, materials being bedford cords, cordureys, colored leathers and fan-cy imported cloths. The absence of much plated work is noticeable.

The tendency is toward something new in phaetons and cabriolets. The effort is to make the panels deeper and the carriage more roomy without giving it the appearance of being larger or heavier. The unbroken sweep of the side panels that has characterized this class of work heretofore has been most agreeably changed and a much more graceful effect accomplished by breaking the long sweep within curves.

The trimming has not been changed a great deal, but some very pretty effects in the darker blues are seen. Green is not so commonly used, the shades of blue and maroon having superseded it.

In the painting also there have been some changes, but these styles admit but slight digression from the standard colors, and the pretty shades of deep blues and colors to match the trimming are the principal changes.

G. P. SMITH.

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like that He-Why? She-Because he has the courage of

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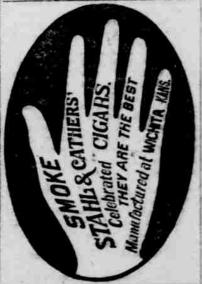
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